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GRIMSBY

PORT HEALTH AUTHORITY

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

FOR

1947.

BY

JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

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Roberts & Jackson, Ltd., Printers, 7a & 9 Maude Street, Grimsby.

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PORT HEALTH COMMITTEE, 1947.

CHAIRMAN :—COUNCILLOR A. E. KELHAM.

DEPUTY-CHAIRMAN :—COUNCILLOR G. C. WILSON.

Alderman	J. W. LANCASTER, J.P.	Councillor	W. B. BAILEY
„	C. E. FRANKLIN, J.P.	„	H. A. CHESHAM
„	M. QUINN	„	C. W. CLOW
„	J. A. WEBSTER	„	J. HALL
„	H. WELDRICK	„	A. W. KENNINGTON
Councillor	R. BRYANT	„	W. J. J. STEVENS

OFFICERS OF THE AUTHORITY.

Clerk to the Port Health Authority :—

L. W. HEELER, B.A., LL.B., TOWN CLERK.

Medical Officer of Health :—

JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

Chief Port Health Inspector :—

*† JOHN D. SYME, O.B.E., A.I.N.A.

Deputy Chief Port Health Inspector :—

*† T. C. CORMACK. (Appointed January, 1948).

Assistant Port Health Inspectors :—

* T. J. E. FORD.

* G. B. SEGROTT.

* T. BORROWS. (Resigned May, 1947).

Office Clerk :—

V. A. LEES.

Rat Searcher :—

E. J. JOHNSTON. (Resigned June, 1947).

Rat Catcher :—

J. SUNLEY.

(Appointed Rat Searcher and Catcher in June, 1947).

* Holds Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and other Foods.

† Holds B.O.T. Master's Certificate.

GRIMSBY PORT HEALTH AUTHORITY.

To the Chairman and Members of the Port Health Committee, acting as the Port Health Authority.

GENTLEMEN,

I beg to submit my report for the year 1947. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

The general description of the port remains similar to that contained in my report for 1946.

Fish Docks.

During the year, some fishing vessels have left Grimsby for other ports, while others have returned to Grimsby from Admiralty service. The overall result of these movements has been a slight increase in the total number of fishing vessels based on Grimsby.

Several of the largest deep sea trawlers have been converted from coal to oil burning and it appears certain that the near future will witness further substantial developments on these lines.

It has not yet been found possible to proceed with the construction of storage tanks for diesel oil, but arrangements are now in hand for the erection of these tanks on the North Quay of No. 3 Fish Dock. At present diesel engined vessels are confined to North Sea trawlers and seine netters, it seems likely however that diesel engined distant water trawlers will make their appearance in the not too distant future.

The storage of large quantities of heavy fuel oil in shore installations is not at present considered to be an economical proposition as there are no local facilities for the unloading of ocean going tankers. Fuel oil is obtained on order from one or other of the Humber oil installations but no local stock is maintained. Grimsby trawler owners plan to acquire craft suitable for the transportation of fuel oil and for storing afloat at Grimsby so that an adequate supply will always be available on demand.

Commercial Docks.

The volume of shipping entering the Royal and Alexandra Docks during the year was greater than during 1946 and the figures for imports and exports show a corresponding increase.

The amount of Danish produce arriving in the port showed a satisfactory increase during the early part of the year, but the break down of the Anglo-Danish trade negotiations was sharply reflected by the decline in the amount of imported Danish produce during the latter part of the year.

In conclusion, I would like to thank the Officers of H.M. Customs, the Officials of the London & North Eastern Railway Company and the Immigration Officer for their ready co-operation and assistance during the year.

I would also like to pay my tribute to the zeal and pertinacity of the Port Health staff in that they are carrying out with tact and firmness a difficult job, in which the personal element always tends to obtrude. They are doing a good job for the fishing industry as a whole and the standard of fish inspection in Grimsby, despite the large quantities handled, is at least as high as at any other fishing port in the United Kingdom. The staff are ably led by Mr. J. D. Syme, the Chief Port Health Inspector, who has written most of this report.

I am, Gentleman,

Yours faithfully,

JAMES A. KERR.

Medical Officer of Health.

PORT HEALTH OFFICE,
WHITEHALL CHAMBERS,
WHARNCLIFFE ROAD,
GRIMSBY.

MARCH, 1948.

1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of Vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors.	Number of vessels reported as having, or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector				
Foreign :—								
Steamers ..	229	130,168	24	229	8	5	—	—
*Motor ..	92	12,954	16	81	1	—	—	—
Sailing ..	—	—	—	—	—	—	—	—
Fishing ..	1,029	102,881	3	174	75	72	—	—
Total Foreign :—	1,350	246,003	43	484	84	77	—	—
Coastwise :—								
Steamers ..	996	133,766	10	163	17	13	—	—
Motor ..	956	94,481	2	137	4	4	—	—
Sailing ..	—	—	—	—	—	—	—	—
Fishing ..	6,752	582,962	6	814	237	229	—	—
Total Coastwise :—	8,704	811,209	18	1,114	258	246	—	—
Total Foreign and Coastwise :—	10,054	1,057,212	61	1,598	342	323	Nil	Nil

* Includes mechanically propelled vessels other than steamers.

The figures in columns 1 and 2 were compiled from returns supplied by the London and North Eastern Railway Company.

The nationalities of the vessels inspected and re-inspected during the year were as follows :—

<i>Nationality.</i>	<i>Number Inspected.</i>	<i>Number Re-inspected</i>
British	1,230	304
Danish	84	3
Dutch	69	18
German	67	7
French	58	8
Norwegian	42	5
Swedish	14	6
Finnish	9	11
Panamanian	5	1
Italian	5	—
Icelandic	4	2
Faroese	4	—
Belgian	3	1
Polish	3	—
Greek	1	2
Totals :—	1,598	368

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a) Passenger traffic during the year.

No. of Passengers.		1st Class	2nd Class	3rd Class	Transmigrants	Total
Inwards	Aliens	684	—	—	—	1050
	British	366	—	—	—	
Outwards	Aliens	479	—	—	—	774
	British	295	—	—	—	

(b) Cargo Traffic.

The following tables indicate the description and quantities in tons of the principal imports and exports during the year 1947, as compared with 1946 and 1938.

Principal Imports :—

Import	1947	1946	1938
Timber	83,004	36,126	5,748
Wood pulp	46,677	48,494	114,800
Fish (Boxed Fresh)	15,592	5,440	—
Fish (Frozen and Salted)	3,150	6,221	—
Butter	18,351	12,628	50,073
Seed potatoes	12,531	3,397	—
Bacon	5,588	2,067	44,271
Offal	3,656	1,176	—
Eggs	1,683	333	8,620
Miscellaneous	15,089	3,863	38,343
Totals :—	205,321	119,745	261,855

Fish Landings.

In addition to these imports, 217,792 tons of fish were landed at the Grimsby Fish Market during the year. The following table provides a comparison between the weight and value of the fish landed at Grimsby during 1947, and the weights and values landed in previous years.

Year	Landings	Weight	Value
1947	7,153	4,355,845 cwts	£11,159,914
1946	6,310	3,933,767 „	£10,432,007
1945	4,338	2,143,455 „	£7,953,030
1938	14,353	4,316,074 „	£4,252,252

Principal Exports:—

Export.	1947	1946	1938
Coal	607,281	568,653	1,030,796
Basic slag	18,029	13,816	—
Sugar	50,550	—	—
Iron & steel manufactures ..	6,387	11,060	13,122
Wools and Cottons	4,931	—	—
Ammonium nitrate	2,948	3,738	—
Machinery	2,175	—	—
Agricultural seeds	1,271	5,426	—
Miscellaneous	9,676	75,427	28,251
Totals :—	703,248	678,120	1,072,169

(c) Foreign Ports from which vessels arrive.

Belgium. Antwerp, Ghent.

Denmark. Copenhagen, Esbjerg, Frederikshavn, Thyboren.

Finland. Abo, Helsingfors, Kemi, Kotka, Uleaborg, Viborg.

France. Calais, Dieppe, Dunkirk, Havre, Rouen.

Germany. Bremen, Emden, Flensburg, Hamburg, Kiel, Lubeck, Wismar

Holland. Amsterdam, Rotterdam.

Iceland. Karlshamn, Reykjavik.

Norway. Aalesund, Bergen, Christiansund, Hammerfest, Oslo, Tromso, Trondhjem.

Spain. Cadiz.

Sweden. Gothenburg, Hernosand, Lulea.

MEDICAL INSPECTION OF ALIENS.

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1947.

	TOTAL	Number Inspected by the Medical Inspector	Number subjected to detailed examina- tion by the Medical Inspector	Certificates issued.					Trans- migrants
				Lunatic idiot or M.D.	Undesir- able for medical reasons	Physically incapa- citated	Suffering from acute infectious disease	Landing necessary for adequate medical examination	
(a) Total number of Ali- ens landing at the Port	684	247	31	—	—	—	—	—	—
(b) Aliens refused per- mission to land by Immigration Officer	Nil	—	—	—	—	—	—	—	—
(c) Transmigrants ..	Nil	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port	684	247	31	—	—	—	—	—	—

Total number of Vessels carrying Alien passengers .. 168

Number of Vessels dealt with by the Medical Inspector .. 55

III. WATER SUPPLY.

Water supplied by the Grimsby, Cleethorpes and District Water Board is available throughout the port area.

Samples of drinking water were taken at monthly intervals from the hydrants and delivery hosepipes on Nos. 2 and 3 Fish Docks and from the tanks and hosepipes of the water boats.

These samples were submitted for bacteriological examination and all the reports were satisfactory with the exception of two samples taken from the hosepipe of the water boat. Although the water boats are maintained in a completely sound hygienic condition, it seems to be a most difficult matter to prevent the hosepipes from becoming contaminated to some small extent.

The L.N.E.R. Company (now the Railway Executive, Eastern Region) have prepared plans for the provision of water hydrants throughout the port area, but unfortunately it was not found possible to commence this work during 1947. It is to be hoped that the project will soon be put in hand as it is considered that the water supply of the port will not be altogether satisfactory until the water boats are replaced by hydrants situated at suitable points throughout the port.

There has in the past been too great a discrepancy between the price charged by the statutory authority supplying water to the dock authority and the price charged by the dock authority to the consumer. This may possibly have been the cause of delay in the installation of a booster pump for remedying the lack of water pressure at premises situated in the vicinity of the South Quay, No. 3 Fish Dock.

Fish Market Supply.

Water is drawn from a position close to the Union Dock and pumped to a 30,000 gallon tank situated in the dock tower. It is then fed by gravitation to a series of points in the fish market and is used for washing fish rooms, fish boxes and general cleansing. The number of delivery points is sufficient and the supply seems to be adequate for all ordinary purposes. This water used to have a high B. Coli. content until the Railway Company installed a chlorination plant in 1935.

Fresh water for Trawlers.

Fresh water hydrants, connected to the town supply, are installed on the quays throughout the fish docks. Each hydrant is made available for connection to the hosepipe by lifting a metal lid set into the floor of the quay immediately outside the fish market and a rather disquieting feature is that each hydrant consists of an open ended upright pipe which is not fitted with a cover. During a recent inspection, it was observed that foul smelling fish refuse and other filth was actually dripping into the open pipe of the hydrant. It is considered that every hydrant should be fitted with a cover to prevent contamination of the water. These covers could be attached by a chain or other means to prevent loss when not actually screwed on.

Drinking Water Supply for Fish Dock Workers and Office Staff.

It is considered that this should be reorganised on a more satisfactory and hygienic basis. There are ten taps on the fish market connected with the town supply, none of which are marked "Drinking Water." One of these taps is fitted with a hanging cup. In the case of the offices over the Fish Market,

it appears certain that the drinking water is obtained from the taps in the public conveniences and in some cases these taps are as near as 12 inches to the urinal stall.

IV. PORT HEALTH REGULATIONS, 1933 AND 1945.

The information under these Regulations is as described in my Annual Report for 1946, with the exception of the table in paragraph 10 relating to the particulars of the examination and treatment of seamen at the Grimsby Venereal Disease Clinic, Queen Street.

The following table gives details of the work carried out during the year 1947 :—

	British Seamen	Foreign Seamen	Total
Found to be suffering with :—			
(a) Syphilis	13	47	60
(b) Gonorrhœa	46	110	156
(c) Chancroid	—	—	—
Found not to be suffering from V.D...	29	58	87
Total number of patients examined ..	88	215	303
Total number of attendances	188	457	645

Form V. 44(R) (Seamen's Transfer Card) was issued to all seamen in cases where continued treatment, tests, or observation was considered necessary.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

DISEASE.	Number of Cases during the year.		No. of Vessels concerned.	Average number of Cases for previous 5 years.
	Passengers.	Crew.		
Scabies ..	—	5	1	1·4
Polio-encephalitis	—	1	1	—

TABLE D.

Cases of infectious sickness occurring on Vessels during the voyage but disposed of prior to arrival. NIL.

During the year, no case of Plague, Cholera, Yellow Fever, Smallpox or Typhus occurred, and no plague infected rats were discovered.

V. MEASURES AGAINST RODENTS.

The various measures taken by this Authority against rodents are as described in paragraphs 1 to 5 of my Annual Report for 1946.

Periodical routine inspection of all premises within the port area and appropriate action, where necessary, by the rat catcher employed by this Authority has resulted in the rat population on shore being kept within reasonable limits, although in many respects it would be difficult to imagine conditions more ideally suited to the maintenance of a large rat population.

As far as fishing vessels are concerned, rats are not usually found on board the large modern trawlers, but the same can not be said of the older vessels where the rat harbourage and other conditions are such as to attract numbers of black rats.

Finding a means of ridding these vessels of rats is proving a most difficult matter, but it seems that fumigation by sulphur dioxide is the most efficient and practicable method at present available. The use of H.C.N. is ruled out by the fact that these vessels are invariably lying alongside each other in a row of as many as fifty vessels, and the congested nature of the fish docks eliminates the possibility of removing the infested vessel to a berth where H.C.N. could be used with safety. Pre-baiting and poisoning is impracticable by reason of the fact that the stay of each trawler in port is limited to a period of from 24 to 48 hours, and the use of poison without pre-baiting would only result in the rats becoming poison wise in a very short time.

Another aspect of the situation is the rapidity with which one rat infested trawler may infest other trawlers. This is due to the trawlers lying side by side at the landing berths and when waiting to proceed to sea. The bulwark of each trawler is level with the bulwark of the vessels alongside, so that it is a very simple matter indeed for rats to transfer from one trawler to another should fancy dictate such a course or if there is a rat drive in progress on board any particular vessel.

Fumigation by sulphur dioxide, under efficient supervision, seems to be the most practicable way of solving this problem, especially if the owners can be prevailed upon to ensure that openings are made in all linings and other rat harbourages, to permit the free access of the gas.

It is thought that when considering measures for the elimination of the rat population on trawlers, emphasis should be laid on prevention rather than cure. Certain trawler owning concerns have adopted this principle with marked success. There is no reason why, with reasonable care, the same improvement might not be expected as has been experienced in the sphere of bug infestation during the last ten years (see remarks on Fishing Vessels).

During the last few months, the appropriate department of the Ministry of Agriculture and Fisheries has taken an active interest in this problem, but thus far no new light has been shed on the matter.

RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On Vessels.

Number of	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats ..	13	53	15	9	..	6	470	40	29	30	17	21	703
Brown Rats ..	7	..	..	3	..	..	25	..	2	2	..	..	39
Species not recorded ..	..	..	..	..	..	..	..	..	..	28	14	..	42
Examined ..	..	..	2	..	..	..	..	..	..	2	..	..	4
Infected with Plague ..	..	..	..	..	..	..	..	..	..	..	..	..	..

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats
Brown Rats
Species not recorded ..	642	713	773	924	1163	1014	601	789	705	743	980	466	9513
Examined	2	..	..	..	..	..	2
Infected with Plague

In Table F, the figures showing the number of rats caught include the return rendered to this Authority by the rat catcher employed by the Railway Executive, Eastern Region.

Rats examined for Plague or other Diseases.

During the year, 6 black rats were submitted for bacteriological examination. The report from the Bacteriologist was in all cases as follows :—

“ Post Mortem examination of these rats revealed no evidence of infection with B. Pestis, or other diseases.”

TABLE G.

Measures of Rat Destruction on Plague “ infected ” or “ suspected ” Vessels or Vessels from plague infected ports arriving in the port during the year—NIL.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued.					Number of Derat- isation Exempt. Cer- tificates issued 8	Total Cer- tificates issued 9
		After fumigation with			After trapping poison- ing, etc. 6	Total 7		
		H.C.N. 3	Sulphur 4	H.C.N. & Sulphur 5				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	40	2	—	—	—	2	38	40
„ from 301 tons to 1000 tons	15	1	2	—	—	3	12	15
„ „ 1001 „ 3000 „	10	1	1	—	—	2	8	10
„ „ 3001 „ 10,000 „	—	—	—	—	—	—	—	—
„ over 10,000 tons	—	—	—	—	—	—	—	—
Totals	65	4	3	—	—	7	58	65

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year	Defects of Original Construction.	Structural defects through wear and tear.	Dirt, Vermin, and other con- ditions preju- dicial to health
British	1230	1	252	178
Other Nations	368	—	3	3

Details of defective conditions found and remedied on shipping entering the port during the year were as follows:—

DEFECTIVE CONDITIONS	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
<i>Defects of Original Construction.</i>				
Artificial lighting inadequate ..	—	—	1	1
Food storage	1	—	—	—
Heating arrangements	1	—	—	—
Ventilation	1	—	—	—
W.C.'s of faulty construction ..	1	—	—	—
<i>Structural Defects through Wear & Tear</i>				
Artificial lighting defective ..	4	2	20	27
Bulkheads	8	8	6	6
Bunks	10	10	79	51
Bunks(linings/sheathings) ..	7	7	71	52
Companion ladders	1	1	5	5
Decks	12	8	161	163
Decklights	4	4	11	11
Doors	16	6	10	9
Drainage	1	1	—	—
Fresh water pumps	—	—	3	3
Hatchways	—	—	2	2
Heating arrangements	3	3	1	1
Lockers—Clothes	8	8	47	35
Food	3	3	43	30
Seat	—	—	20	18
Portframes	5	5	6	6
Portlights	61	50	28	25
Scupperways	4	2	8	3
Sideplates	8	6	29	31
Skylights	—	—	18	18
Slop sinks	—	—	1	—
Spurling pipes	—	—	1	1
Stoves	7	3	52	58
Stove chimneys	2	1	58	58
Tables	4	4	6	7
Ventilators	7	6	10	10
Wash basins	6	8	7	2
Water service pipes	4	3	2	2
Water tanks	2	2	2	2
W.C.—Basins	6	5	19	12
Flushing Cisterns	2	1	3	1
Flush pipes	2	2	3	1
Seats	5	5	14	10
Soil pipes	5	5	4	2
<i>Dirt, Vermin and other Conditions</i>				
<i>Prejudicial to Health.</i>				
Beds dirty	—	—	9	15
Bunks	353	319	1392	1320
Galleys	8	8	74	86
Lockers—Clothes	204	160	542	529
Food	120	91	471	460
Seat	74	65	284	266
Store	3	—	1	—
Transom	—	—	27	34
Messrooms	21	19	8	9
Quarters	31	28	182	182
Quarters verminous	16	16	21	17
Storerooms dirty	16	18	—	—
Wash houses	29	24	7	9
Water tanks	22	19	140	136
W.C.'s	26	26	86	75
<i>Measures against Rodents.</i>				
Rat infested vessels fumigated ..	6	6	12	12
Rat harbourage removed	—	—	22	16
Rat runs destroyed	—	—	27	26

CREW ACCOMMODATION.

Merchant Vessels.

Generally, the steady improvement in the standard of accommodation on vessels trading to Grimsby has been maintained during the year. In cases where it was found necessary to make representations to the owners of vessels which were the subject of adverse reports by the inspectors, immediate and satisfactory co-operation proved to be the rule rather than the exception.

The old type of general forecabin which combined sleeping, eating and ablutionary accommodation is confined to vessels built some years ago and finds no place in the modern ship. In many of the new vessels visiting Grimsby, the accommodation provided leaves little or nothing to be desired, and the owners are to be congratulated on their enterprise. One company in particular, whose vessels frequently visit this port, have been at considerable pains to ensure that their new tonnage shall be second to none in the matter of crew accommodation.

To sing a song of praise on these matters is a novel experience, but a brief description of the accommodation on board one of the vessels in question will serve to illustrate the reasons for such enthusiasm.

The vessel is of the diesel engined "Coaster" type with the engine room situated aft. The crew consists of twenty hands all told.

The Master, deck officers and wireless operators are berthed amidships in large, spacious and airy cabins, beautifully panelled and fitted with every convenience and comfort. The heating unit for the midship accommodation consists of an oil fired boiler heating the radiators which are situated in all the cabins and other compartments, as well as furnishing a constant supply of hot water to the cabins and pantry.

The engineer officers and the remainder of the crew are berthed aft; the officers in cabins similar to those amidships, while the petty officers also have single berth cabins of most satisfactory arrangement. The cabins of the seamen and stewards are of the two berth type and are so arranged that each cabin enjoys complete privacy. Most of the crew cabins are provided with two entrances or exits, one door leading to a short alleyway which leads through a second door to the deck. The other door from the cabin opens on to a thwartship alleyway which provides access to the engine room, galley, messroom, ablutions and all the accommodation situated aft without the occupant of the cabin being forced to go on deck to reach his objective. The after accommodation is provided with a heating unit similar to that installed amidships and a constant supply of hot water is available. When not in use, the radiators can be isolated from the remainder of the system.

Each bunk is fitted with a reading lamp and all bunks and ports are provided with draw type curtains. There is a wardrobe of ample dimensions for each member of the crew. Wash basins, showers and separate W.C.'s are provided for the crew and it is worth mentioning that there are five W.C.'s for a total complement of twenty men.

The galley is oil fired and there is a refrigerator for general use as well as a frigidaire and hot press in the pantry. There is a spacious messroom for the crew, containing, among other amenities, a food locker for each member of the crew. Separate storage is provided for provisions, vegetables and potatoes.

Fishing Vessels.

The gradual replacement of all the older trawlers and drifters by modern and well planned vessels appears to be the only way in which it can be hoped to eliminate the very unsatisfactory living conditions on board the smaller and older fishing vessels operating from this port.

Under existing circumstances, the replacing of these vessels must unfortunately be a very slow process, but in the meantime the owners are making every endeavour to maintain the crew accommodation in the best possible condition.

It is most gratifying to note that the elimination of insect vermin from the fishing vessels of this port has now almost been accomplished. In pre-war days among the smaller trawlers and drifters, the bug infested vessel was a common occurrence, but nowadays such a nuisance is a rarity. It is considered that the more systematic use of modern insecticides by the owners and the unceasing efforts on the part of the inspectors of this Authority have been responsible for bringing about this very desirable change.

In order to present a picture of the modern trawler and to stress the very satisfactory nature of the many improvements which have been incorporated in it's design, it might be appropriate at this juncture to include some details concerning a trawler, typical of the vessels which have taken the water during the year 1947.

Soon after the cessation of hostilities, an order was placed in this country by Icelandic interests for thirty trawlers at a cost of £100,000 each, and twelve of these trawlers were commissioned during 1947. Some of these vessels are owned and operated by the Corporations of various towns in Iceland while others are under private ownership. All are oil burning and some of the later vessels will be diesel engined.

Length	..	..	..	..	190 feet.
Gross Tonnage	..	..	..	..	653 tons.
Fish Capacity	..	..	..	..	46,000 stones.
Ice Capacity	..	..	..	..	100 tons.
Speed	..	..	..	..	13 knots.
Fuel Consumption	..	..	..	..	6½ tons of fuel oil per day.
Crew	..	..	..	..	30 hands all told.

The running expenses of such a vessel are naturally very heavy, and it is estimated that in order to cover all expenses, including the 10% duty on fish landed in this country, it is necessary for approximately £9,000 worth of fish to be landed as the result of a 21 days voyage.

No expense has been spared in making the lot of the crew as comfortable as possible under arduous conditions, and the result of this policy is reflected in the many labour saving appliances on board as well as in the crew accommodation which is greatly superior to that in the older type of vessel. As an instance, it may be noted that the labour of carrying the livers from the fore deck to the rendering boiler, which is situated aft, has been eliminated by the installation of a steam operated hopper on the fore deck. The livers are dropped into the hopper and are forced aft through a duct by steam pressure. This is but one of the many improvements on board. At a later date, it is planned to instal means for maintaining a temperature of slightly below freezing point in the fish rooms to ensure the ice being kept in good condition and to prevent deterioration in the quality of the fish.

It is evident that much thought has been devoted to the arranging of the crew accommodation. The deck hands are berthed in three separate forecastles so that the watch below need not be disturbed when resting. In addition, a large sitting room is provided for recreational purposes and there is a spacious messroom situated aft. Central heating and a constant supply of hot water is provided by two oil fired boilers, one forward and one aft. There are ample drying rooms, oilskin lockers and ablutionary accommodation consisting of wash basins, baths, showers and separate W.C.'s.

A system of air ducts provide mechanical ventilation which can be utilised or dispensed with at will by the occupants of each compartment. A refrigerator is provided for general use and the cooking stove in the galley is oil fired.

INSPECTION OF CANAL BOATS—PUBLIC HEALTH ACT, 1936, PART X.

314 canal boats entered the port during the year. Of this number, 34 canal boats were inspected, and the following defects and contraventions of the Act were found and remedied :—

DEFECTIVE CONDITIONS AND CONTRAVENTIONS.	Found	Remedied
Boats not properly marked and numbered	5	2
Boats not carrying registration certificates	5	2
Cabins requiring painting	3	1
Water tanks in a defective condition	1	1

Canal boats trading to Grimsby are usually registered with one of the following Registration Authorities : Hull, Goole, York, Nottingham or Leeds. Trade is confined chiefly to places on the Rivers Humber and Trent.

Generally speaking, the crew accommodation on board the canal boats using the port of Grimsby is maintained in a satisfactory condition and the majority of the defects noted are remedied by the service of informal notices. During the year, 3 formal notices have been served on owners in respect of defects and contraventions on canal boats, and no legal proceedings were taken.

No case of infectious disease occurred on any of the canal boats.

VII. FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937.

Inspection of Fish.

The amount of fish landed from fishing vessels at Grimsby during the year was 217,792 tons, representing a value of £11,159,914. In addition, 18,742 tons of fish, imported from other countries, was landed on the commercial docks.

All fish landed was subjected to routine inspection by the Food Inspectors and the quantities and descriptions of fish found to be unfit for human consumption were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Codling	1,953	12	3	1
Haddock	1,221	6	3	0
Coalfish	358	6	2	0
Catfish	54	14	1	1
Mixed fish	35	6	2	1
Whiting	24	5	2	1
Plaice	22	10	1	1
Dabs	19	6	3	1
Bream	13	18	3	0
Roes	4	17	3	1
Herrings	4	8	2	0
Dogfish	4	6	1	0
Hake	3	16	2	0
Lemon soles	3	2	0	0
Skate	1	17	3	1
Witches	1	14	1	1
Mackerel	1	13	2	1
Halibut	1	8	3	0
Ling		11	1	0
Smelts		3	3	0
Gurnards		1	3	1
TOTAL	3,731	11	1	1

The above total involved a loss in value of approximately £181,600.

Inspection of Other Foodstuffs.

The undermentioned quantities of other foodstuffs were landed during the year, and routine inspection was carried out under the Public Health (Imported Food) Regulations, 1937 :—

Butter	18,351 tons.
Bacon	5,588 „
Offal	3,656 „
Eggs	1,683 „
Vegetables	398 „
Meat products	291 „
Cheese	254 „
Fruit	162 „
Marzipan	10 „

Total 30,393 tons.

Details of these foodstuffs found to be unfit for human consumption were as follows :—

Type of Food ..	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Black puddings ..		8	0	0
Chitterlings ..		5	0	1
Pig's maws ..				1
TOTAL		13	1	0

FOOD & DRUGS ACT, 1938.

Inspection of Fish.

Details of fish condemned ex rail, fish merchants and other sources during the year under the above mentioned Act were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Codling	25	9	1	1
Plaice	14	10	2	0
Herrings	10	14	1	0
Haddock	7	14	2	0
Coalfish	2	17	0	1
Mackerel	2	11	0	0
Dogfish	2	10	3	0
Whiting	2	3	1	0
Skate	1	15	1	1
Cured fish	1	11	2	0
Turbot	1	11	1	0
Mixed fish		15	1	0
Dabs		12	2	0
Shrimps		12	1	1
Catfish		10	0	0
Lemon Soles		7	1	1
Soles		5	2	1
Bream		5	0	0
Halibut		4	2	1
Brill		3	2	0
Hake		3	1	1
Ling.. ..		2	2	0
Roes			3	1
Witches			3	1
Crabs			3	0
Megrims			2	1
Lobsters			1	0
TOTAL	77	14	1	1

Inspection of Other Foodstuffs.

The quantities and descriptions of other foodstuffs condemned during the year under the Food & Drugs Act, 1938 were as follows :—

Type of Food	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Tinned vegetables		15	1	0
Smoked bacon ..		1	3	0
Beef		1	0	0
Mutton		1	0	0
Tinned milk ..			3	0
Eggs				1
TOTAL		19	3	1

Disposal of Condemned Food.

All fish condemned by this Authority was disposed of to the Fish Meal Works. Other condemned foodstuffs were either destroyed or sent for conversion to animal feeding stuffs.

PUBLIC HEALTH (PRESERVATIVES &c., IN FOOD) REGULATIONS, 1925-1940.

During the year, samples of butter (2), whale meat and pork brawn were submitted for analysis under the above Regulations. The Analyst reported that all these samples were free from preservatives.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

It has not been found necessary to take any action under these Regulations during the year.

SHELL-FISH.

There are no shell fish beds or layings within the jurisdiction of this Authority.

SAMPLING OF FOOD.

Details of samples of food taken during the year and submitted for bacteriological or chemical examination were as follows :—

(a) *Bacteriologist.*

<i>Nature of Sample.</i>	<i>Reason for Examination</i>	<i>Result of Examination</i>
Iced Lollipop	Suspected contamination	Negative.

(b) *Analyst.*

<i>Nature of Sample</i>	<i>Reason for Examination</i>	<i>Result of Examination.</i>
Butter	Preservatives	Free from Preservatives.
Butter	"	" " "
Whale meat	"	" " "
Pork brawn	"	" " "
Tinned beet	Suspected tin contamination	Negative.
Iced Lollipop	Possibility of tin contamination	Tin content—0.042%.

FISH INSPECTION.

During the month of August, 1947, tests were carried out with a preparation called "NoBac." "NoBac" is said to be a combination of Chloramine T and Sodium Benzoate, both well known chemicals, the former for its germicidal properties and the latter for its inhibitory action.

It was claimed by the patentees that when "NoBac" was mixed in the water from which ice was made, the keeping qualities of the ice, as applied to fish, were very greatly improved.

While not losing sight of the provisions of the Public Health (Preservatives &c., in Food) Regulations, 1925-1940, it was decided to permit a series of tests with "NoBac" to be made. These tests were carried out on board three trawlers, one North Sea, one White Sea, and one Iceland voyage. An exhaustive examination of the fish from these three voyages provided no justification whatever for the claims of the patentees of "NoBac," and the tests were accordingly discontinued.

The quality of a large proportion of the fish landed at Grimsby during the summer of 1947 was a matter of considerable anxiety to the inspectors of

this Authority, and a study of the tables detailing the type and amount of fish condemned during the year will illustrate the vital importance of this part of the Port Health Inspectors work.

During September, the Ministry of Food, concerned at the situation, requested this Authority to submit a report on the possible causes of inferior fish being landed, and the report presented by Mr. John D. Syme, Chief Port Health Inspector, is reproduced hereunder.

Report on the Landing of Poor Quality Fish submitted 7th October, 1947.

"The weight of fish condemned on the Grimsby Fish Market during recent months has been unusually great and can not fail to be a matter for some concern when considering the loss of food which is involved. During the months of July, August, September and thus far in October, the bulk of the distant water fish landed in Grimsby has been of poor quality generally and I have been at considerable pains to arrive at a satisfactory conclusion concerning the actual cause or causes of such a large proportion of bad fish being landed. I submit the following as the factors which have chiefly contributed to the present unsatisfactory state of affairs on the Fish Market.

Length of Voyage.

The average duration of a voyage to the White Sea or Bear Island has been about twenty-five or twenty-six days. If seven or eight days are accounted for by the outward passage, then it follows that the first catch of fish will be eighteen days old when landed in Grimsby. During the summer months, the fish caught during the first couple of days fishing is almost certain to be of poor quality when landed, especially if exceptionally great care has not been taken in the gutting, washing and stowing. The tendency seems to be for trawlers to stay out those few extra days in order to make a worth while haul, and the question appears to resolve itself into one of quantity rather than quality.

Care of Fish.

Careful observation during the last few months has made it obvious that in many cases the process of gutting, washing and stowing has not been carried out as efficiently as might reasonably be expected. A large proportion of the condemned fish were observed to be inadequately gutted and cleansed, with the result that decomposition had obtained a hold which would not have been the case if the fish had been stowed away in a thoroughly clean condition. Odds and ends of guts, livers and other filth were all too frequently present in the belly cavities of condemned fish, and it will be readily understood that such conditions are very conducive to the setting up of decomposition, resulting in an unnecessarily rapid deterioration in the quality of the fish.

As some of the largest and most up to date trawlers in the port have been heavily involved in the landing of poor quality fish, it can not be said that bad fish has been confined to the older vessels or to any one type of vessel, but it is worthy of note that several individual trawlers have managed to steer clear of serious trouble during the recent months of unsatisfactory landings, and one or two trawler owning concerns have not been involved in losses even approaching in extent the losses sustained by other concerns.

While it is understood that a controlled price for fish is essential, the connection between a uniform controlled price and poor quality fish can not be

escaped, and it will be obvious if the trips of two identical trawlers are compared.

Trawlers "A" and "B" leave Grimsby at the same time for the White Sea fishing grounds. When fishing is commenced, the crew of trawler "A" pay meticulous care and attention to the gutting, washing and stowing of the catch. This trawler completes the round trip in twenty-one days and lands a relatively small voyage of excellent quality fish which is readily disposed of at controlled price.

Trawler "B" stays on the fishing grounds for an additional six days and the crew are not at all careful or conscientious in the process of gutting, washing and stowing the catch. This vessel completes the round trip in twenty-seven days and lands a much larger voyage than trawler "A." Possibly 50% of this fish will prove to be of reasonable quality, but a large proportion of the remainder will certainly engage the attention of the inspector with the result that maybe 100 or 200 kits are condemned and the remainder just scrapes through as being fit for human consumption. If the market is in a reasonably healthy state on the day in question, all the fish of trawler "B" will make controlled price, with the exception of the small proportion which has been condemned, and the decision to "take a chance" will have paid a rich dividend.

It will be observed that the demand for fish combines with the controlled price to weight the scales heavily in favour of trawler "B" or in favour of quantity rather than quality. In other words, the standard set by the inspector seems to be the highest standard which it is considered necessary or desirable to attain and no determined effort appears to be made to land fish of a higher standard of quality, a not very satisfactory state of affairs when it is remembered that the inspector is concerned only with the fitness or otherwise of the fish for human consumption at the time of inspection.

The condemnation of fish means a financial loss to the skipper and mate of such an extent as to make the matter one of very great importance to them, but it is not quite the same with the remainder of the crew. These men are in receipt of a regular weekly basic wage in addition to poundage, amounting to a sum which varies from 12/- to 18/- per £100 of the gross proceeds of the voyage, according to rank. The loss incurred by the condemnation of a portion of the voyage is not sufficiently great to provide a really worth while incentive for the turning out of good quality fish or to act as a deterrent against the turning out of poor quality fish. The following details may serve to illustrate this point

The skipper and mate receive no basic wage.

The skipper receives $1\frac{3}{8}$ of 1/14 share of the net proceeds of the voyage. (approximately 10%).

The mate receives 1/14 share of the net proceeds of the voyage. (approximately 7%).

It will be observed that the earnings of the skipper and mate are materially affected by the amount of fish which has been condemned. It sometimes happens that the ship has suffered so heavily at the hands of the Port Health Inspector that the voyage results in a loss to the owners, and the skippers and mates have found themselves not only with nothing to draw at the end of the trip, but also in debt to the owners to the extent of the money drawn by their dependents during the time the vessel has been away at sea.

Condition of Fish when Caught.

Bear Island and White Sea fish are in a poor physical condition during the summer months. Their flesh is soft, pappy and easily crushed and it is considered possible that these fish deteriorate more rapidly because of this condition. A large proportion of the condemned fish has invariably consisted of codling and small haddocks, and it appears certain that these smaller fish do not possess the keeping qualities of the larger fish. The separate stowage of large and small fish, with special attention being given to the smaller fish, would appear to be a reasonable procedure to be followed, but as far as can be ascertained, very few trawlers do follow this procedure.

Heading of Fish.

The practice of heading fish at sea is one which results in the preparation of fish for stowing below occupying a much greater length of time than would be the case if the fish were stowed with heads on. The period which elapses from the time the fish is landed on deck until it is stowed below may be termed the critical period, and one which should be overcome with the utmost possible rapidity. The practice of heading fish at sea appears to have nothing to recommend it.

Weather

The prolonged spell of hot sultry weather experienced during the summer of this year has undoubtedly contributed towards the general lowering of the standard of quality of the fish landed."

Proportion of Fish Condemned.

The following table illustrates the upward trend in the proportion of fish condemned during recent years :—

Year	Weight in Tons of Fish		Percentage
	Landed	Condemned	
1938	215,804	542	0.25%
1945	107,173	356	0.33%
1946	196,688	1,920	0.97%
1947	217,792	3,731	1.71%

Sorting of Mixed Quality Fish.

The problem presented by the inspection of mixed quality fish is one for which a completely satisfactory solution has not yet been evolved.

Details concerning the procedure for separating sound fish from fish of poor quality were included in the Annual Report for 1946. The adoption of this procedure has proved to be impracticable when large quantities of fish were concerned.

The sorting of mixed quality fish is carried out by fish merchants and their staffs, and experience has shown that the efficiency of such sorting depends to a very large extent upon the supplies of fish available on the market at the time of sorting. Adequate supervision by the inspectors is physically impossible and it seems that this problem will be an ever present one until the landing of poor quality fish ceases.

Fish Fit for Salting Only.

The tendency prevalent in certain other fishing ports to allow fish of doubtful quality to be passed as fit for salting only, is never encouraged in Grimsby. If the industry as a whole desire to have the help of the salters to keep the market firm, they should allow them a small percentage allocation throughout the year.

QUICK FREEZING OF FISH.

During the year, there has been a marked increase in the number of quick freeze appliances installed, and it would appear certain that quick freezing, as applied to fish, is destined to constitute an increasingly important section of the fishing industry.

A new type of blast freezer has recently been installed by a local wholesaler. In this method, the fish is packed in metal trays and carried on an endless conveyor through a casing. During its passage through the casing, the fish is frozen by air blast, and the appliance in question is said to be the only one of its type in this country.

This plant has hardly left the experimental stage, but the ultimate goal set by the owners is one ton of fish per hour, which is said to represent a considerable increase in the rate of production when compared with other systems of a similar capacity.

DISTRICT—SANITARY CONDITIONS.

Road Surfaces.

The condition of the road surfaces in the vicinity of the Fish Docks remains very unsatisfactory, and it is evident that nothing short of complete renewal will suffice to eliminate the trouble. Uneven surfaces and potholes facilitate the accumulation of fish offal and other filth with results that constitute a constantly recurring nuisance, especially during the summer months. Perhaps under nationalisation the elimination of dust from defective road surfaces will be upgraded to a higher priority.

Drainage.

The absence of any form of manhole or inspection chamber to the drains or sewers serving the older portion of the Fish Docks has meant that the clearing of a choked drain or sewer often assumed the proportions of a major operation. Representations concerning this matter have been made to the appropriate department of the L.N.E.R. Company, and inspection chambers are to be provided at selected points.

Public Conveniences.

Public conveniences of insanitary design and construction have been a matter for some concern during recent years, and it is pleasing to note that the L.N.E.R. Company now have the matter well in hand. During the year, two of the old conveniences have been demolished and replaced by modern structures containing adequate water closet and urinal accommodation. It is anticipated that 1948 will witness the completion of this programme.

Fish Processing and Fish Curing Premises.

The laying of new sewers in the vicinity of No. 3 Fish Dock is now almost completed and new roadways are in course of construction. Practically all the sites in this locality have been acquired and many new fish processing, fish curing and quick freezing premises have been completed or are under construction, in addition to factories devoted to net braiding, the manufacture of fish containers, light engineering and other businesses ancillary to the fishing industry.

It is interesting to note that in the case of one of the fish curing factories, a new departure has been made in the method used for the curing of fish. The photograph reproduced here shows something of the principle employed in the new system.

A truck load of fish, ready speighted or tentered, is wheeled into the kiln and there subjected to treatment by a mixture of smoke and air for a period of from four to six hours. The smoke is obtained from enclosed hearths situated at some little distance from the kiln, and from these hearths it passes through a duct and joins the air intake before entering the kiln. The amount of air and smoke entering the kiln is controlled by coupled valves, and the mixture passes over steam heated heater banks which raise the temperature to any desired point. A specially designed fan combines with aerofoils and a diffusion wall to ensure an even and regular flow of the mixture over the fish in the kiln.

When the ordinary smoke hole is the method used, the fish is placed in the smoke holes during the afternoon and removed on the following morning, so it will be seen that the smoke holes can only be used once during each day. The time necessary for the modern kiln to do the job is from four to six hours, and the kiln can therefore be filled several times each day. In addition to rapidity of action, the advantages claimed include complete control of smoke density, temperature and humidity, while the disadvantage of this modern method is said to be limited to having to deal with a certain amount of tar deposit.

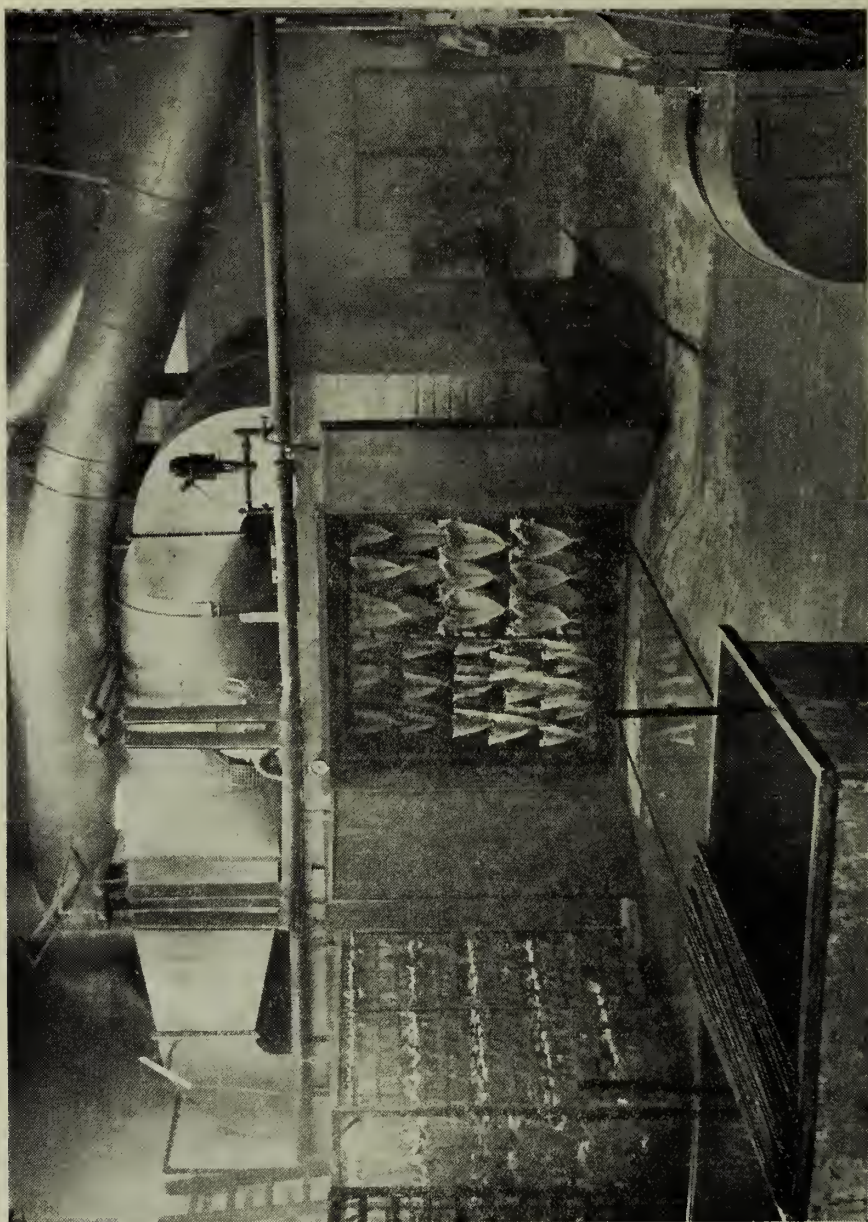
The average output of the unit is about fifty stone of smoked fish per hour. Smoked fillets, finnan haddocks and kippers form the usual product.

Factories.

The liaison existing between H.M. Inspector of Factories and the staff of this Authority has reduced to a minimum any difficulty in the administration of the Factories Act, 1937.

Offensive Trades.

Fish Curing and the manufacture of Fish Meal and Cod Liver Oil are the scheduled offensive trades carried on within the port area. The premises concerned have been kept under constant supervision by the Port Health Staff and have not been the subject of any complaint.



NEW FISH KILN.

DISTRICT—INSPECTIONS AND RE-INSPECTIONS.

During the year, the following inspections and re-inspections of factories and other premises, etc., were carried out under the appropriate Acts and Regulations :—

	<i>Inspections</i>			<i>Re-Inspections</i>		
Factories with power	..	220	.. ..	..	..	181
Factories without power	..	123	.. ..	..	..	162
Fish Curing houses..	..	129	.. ..	..	..	129
Fish Cleaning houses	..	115	.. ..	..	..	123
Workplaces	..	32	.. ..	..	..	40
Shops	..	36	.. ..	..	..	6
Public conveniences	..	21	.. ..	..	..	20
Streets, Drains, etc.	..	21	.. ..	..	..	20
Totals :—	697			681		

DISTRICT—SANITARY IMPROVEMENTS EFFECTED.

During the year, one statutory notice and 173 informal notices concerning defects and nuisances were served on owners or occupiers. It was not found necessary to take any legal proceedings. The following table shows the defects and nuisances found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
<i>GENERAL.</i>			
<i>Defective :—</i>			
Artificial lighting	Repair/Renew	20	20
Doors	"	68	65
Floors	"	33	30
Road Surfaces	"	10	9
Roofs	"	6	6
Skylights	Repair	7	7
Stairways	"	7	6
Walls	"	40	38
Windows	Reglaze	301	297
Yard surfaces	Relay	3	2
<i>Inadequate :—</i>			
Artificial lighting	Improve	7	8
Heating facilities	"	4	4
Messing facilities	"	3	4
Ventilation	"	11	10
<i>Dirty :—</i>			
Curing houses	Cleanse and Limewash/Paint	52	49
Factories..	"	28	28
Fish processing houses	"	12	9
Messrooms	"	2	2
Stairways	"	13	12
Storerooms	"	3	2
Workplaces	"	36	31
<i>Miscellaneous :—</i>			
Accumulations of refuse	Remove	11	11
Other nuisances	Abate	13	13
Overcrowding	"	2	3
Refuse bins	Cleanse	2	2

Defective or Nuisance	Remedy	Found	Remedied
<i>DRAINAGE.</i>			
<i>Drainage :—</i>			
Choked	Clear	33	31
Defective	Repair/Renew	7	7
Inadequate	Improve	8	5
Not provided	Provide	4	3
<i>Defective :—</i>			
Eaves gutters	Repair/Renew	11	12
Gullies	"	19	16
Rainwater downspouts.. .. .	"	3	3
Soil pipes	"	21	17
Waste pipes	"	10	10
<i>Not provided :—</i>			
Gullies	Provide	9	9
Gully covers	"	4	2
Inspection chambers	"	9	7
Inspection chamber covers	"	5	6
Intercepting traps	"	1	1
Rainwater downspouts.. .. .	"	8	8
Waste pipes	"	10	8
<i>SANITARY ACCOMMODATION.</i>			
<i>Sanitary accommodation :—</i>			
Defective	Repair/Renew	2	2
Dirty	Limewash/Paint	49	45
Not lighted	Provide	4	4
Not marked for sex	"	9	8
Not properly constructed	Reconstruct	15	14
Not provided	Provide	22	22
Not ventilated	Ventilate	2	1
<i>Defective :—</i>			
Flushing cisterns	Repair/Renew	13	11
Flushing pipes	"	1	1
Public conveniences	Reconstruct	2	2
Septic tanks	Repair	1	1
W.C. pans	Renew	2	2
<i>Not provided :—</i>			
Chemical closets	Provide	1	1
Hot water supply	"	6	6
Urinals	"	4	4
Washing facilities	"	13	14
Water supply pipes	"	16	15
W.C. seats	"	3	3
W.C. pans	"	15	12
<i>Dirty :—</i>			
Public conveniences	Cleanse and Limewash/Paint	6	6
Urinals	"	6	5
W.C. pans	Cleanse	7	6

FISH MARKET—SANITARY CONDITIONS.

Generally, the sanitary condition of the Fish Market remains very satisfactory. The entire length of the market is hosed down every evening by the staff of the Railway Company, the smooth concrete floor readily lending itself to efficient cleansing. The Chapman and Henderson jetties now constitute the only section of the Fish Market which has not been completely modernised. It is understood that the future of these jetties is under consideration by the Railway Company with a view to carrying out demolition or complete reconstruction.

Overcrowding of Fish Market.

The Ministry of Food has not yet come to any firm decision as to the "ceiling" of the number of fish merchants to be allowed to operate in what can only be described as the existing seller's market. There has, of course, to be provision for reabsorption of those returning from service with H.M. Forces, but there is a physical limit to the numbers who can be accommodated. The fish market is already overcrowded and every available suitable premises in the estate, and in the part of the Borough adjoining the latter, has been pressed into use.

Lighting of Fish Market.

The question of improved lighting on the fish market to facilitate the landing of fish during the hours of darkness was taken up with the L.N.E.R. Company during 1946 with the result that considerable improvement in this respect has been effected.



ALUMINIUM FISH BOX

Fish Trunks.

The ten-stone wooden trunks or boxes, in which the fish is stowed on the fish market prior to sale, are rapidly giving way to an aluminium alloy trunk of similar capacity.

At the beginning of the year, there were only a few experimental aluminium trunks in use, but by the end of the year the number of these trunks had risen

to 16,000, while the number of wooden trunks had dwindled to 9,000. By the time the number of aluminium trunks has risen to 30,000, the wooden trunk will have been completely ousted. From the sanitary view point the aluminium trunk is a great advance on the wooden article, and the only disadvantage seems to be the great din which is created when a large number of these trunks are being jostled about on the concrete floor of the fish market.

No solution has yet been found for the problem of how to secure the efficient cleansing of the fish trunks. At present, there are six washing machines available of which there are usually three in daily use. Each of these machines uses about 9,500 gallons of water per hour and the supply of fresh water on the fish market is insufficient to cope with such a demand. Consequently, it was necessary to incorporate two distinct series of water jets in the design of the machine. The first series is fed by water from the fish docks and removes slime and other deposits from the trunks. The second series of jets is fed by chlorinated fresh water and rinses the trunks after they have been cleansed by the dock water.

Examination of samples of water taken from the trunks after treatment has indicated that the rinsing water was not sufficient in force or volume to remove all trace of dock water. Alterations to the machines are at present being carried out, and it is hoped that the elimination of this unsatisfactory aspect will result.

Fish Boxes.

Wooden boxes still hold pride of place as containers for the despatch inland of fish from Grimsby, but two of the largest local wholesalers have designed and put into use aluminium alloy fish boxes which, from the sanitary point of view, are greatly superior to the wooden boxes.

Personnel engaged in handling and despatching these aluminium boxes have raised some objections concerning difficulty in handling, such objections including :—

Wire used for fastening lid may cause injury to hands.

Boxes are liable to slide and are very difficult to stack.

Possibility of frostbite when handling in very cold weather.

On boxes becoming worn, ragged edges may cause injury to hands.

Inadequate handles.

These objections chiefly refer to structural details and can readily be overcome by revision of design.

The plastic fish box has yet to make its appearance, but there are undoubtedly great possibilities in the use of this material.

FISH MARKET—INSPECTIONS AND RE-INSPECTION.

Details of the work carried out on the fish market during the year are as follows :—

	<i>Inspections</i>				<i>Re-inspections.</i>			
Fish stands	77	..	..	..	42	
Box lofts	123	..	..	..	8	
Offices	—	5	
			<hr/>				<hr/>	
Totals :—			200	..	..	..	55
			<hr/>				<hr/>	

FISH MARKET—SANITARY IMPROVEMENTS EFFECTED.

The following defects and nuisances were found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
Fish bins defective	Repair/Renew	10	13
Fish bins dirty	Cleanse	1	1
Kit lofts dirty	"	6	6
Offices dirty	"	2	2

WELFARE WORK.

Particulars were given in my report for 1946, regarding the organisation and functions of the dock clinic maintained by the Grimsby Exchange Ltd. (representing the Grimsby trawler owners). I am indebted to Dr. J. Lanny, the Medical Officer in charge of the clinic, for the following statistics relating to the work carried out during the year :—

Total consultations	1,001
Routine examinations	1,537
Compensation surveys	719
X-ray examinations	83

The total personnel served by the clinic amounts to 4,057 men. Some 470 trawler medicine chests are inspected regularly and maintained in an up to the minute state of efficiency.

It seems likely that the first aid hut, which is at present manned by a surgery assistant, and is run under the auspices of the fish merchants, will soon be brought under the supervision of the Grimsby Exchange clinic.

The programme for an improved first aid service in the port as a whole, planned by the National Dock Labour Corporation and outlined in the report for 1946, has had to be postponed indefinitely.

